

Palatka Daily News

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TOLL-FREE BRIDGES

FINE PROPOSITIONS

Daytona is up against the same proposition that many east coast cities have to adjust; expensive bridges to be used free of expense. Every city and county in Florida having such structures is besieged by those who use it to discard the toll system in order to add popularity to the locality; never stopping to estimate the heavy expenditures which must ultimately be settled for the primary construction.

In Daytona a bridge society once took possession of the toll bridges and ran them free for a time, so great was the desire to have no expense attached to the crossing; but later on the fallacy of that exemplification of the right of eminent domain was exploded. The people of that section of the east coast realize that the county or the district must either buy the present structures or build new ones, and one drawback to the building is the fact that the war department objects to navigable waters being crossed by bridges placed near together.

If purchased by the public for public use the tolls will continue until the cost of the outlay has been returned, which, The Journal of Daytona, believes will be but a short for a quarter million dollars, bought a bridge and rebuilt it, and it is now free for all; while the Flagler bridge at the same point sells tickets as low as one cent each. But all cities can not enter into large deals so easily as West Palm Beach. If Daytona thinks, however, that the tolls will "very quickly" pay for the original outlay in purchasing the bridge it may meet with disappointment.

Putnam county and Palatka would be exceedingly happy if the financial obligation was being rapidly lifted from the bridge spanning the St. Johns so that it might be declared a "free" bridge in the full sense of the word; for the nominal expense of two caretakers for the draw would amount to but a small sum that could be easily financed. But there is a continual outlay, for upkeep of the structure which must be provided for—even though there is a continual demand that lower rates shall be granted. No business man will for long conduct his establishment at a loss, nor will he, when he finds that he is sinking money in some venture, so arrange his schedules that he will lose a larger amount.

Possibly some forget the time when cross-river traffic at Palatka was entirely by boat, and that severe rates were then the custom. They may also forget that when the present bridge was built it was not a question of tolls, but merely a question of convenience. No figure with reason would have then been considered extortionate. But as the years have passed and "familiarity" has bred "contempt" the demand has been incessant that the tolls should continue to be made the lower. Once the bridge shall be paid for by its receipts, as in the case at Daytona, the figures are being kept so low that the debt threatens to long continue.

MUNICIPAL DOCK

A VALUABLE ASSET

If the people of this city will carry a bond issue for the purpose of constructing a huge municipal dock and warehouses on the riverfront the action will be a step towards progress which will prove a perceptible asset to the entire county. The plan proposed last evening at the council meeting was one which will apparently work out well. It was well received at the session—there being no argument against it; and there is little doubt that the same question will be emphatically endorsed at the polls when the vote is taken. Its construction will be a big factor in the matter of river transportation and will have a tendency to force down charges on such shipments as are continuing to be carried by rail. It should be most accurate to come tired out before decisive action is taken and avoid any complications of silencing the; then the people should charter an invt for the bonds. A party can be proposed!

TRADING ACCURACY

FOR EUPHONY

"Every detour spells progress" is an expression which has been published in many Florida papers as a sort of a conciliatory sop to make the comments regarding a most intolerable road less severe. It is a most incorrect expression as generally used, although there are cases where it may bear a tinge of truth.

Progress is sure only where there is something being accomplished. Many of the highways of Florida are a disgrace to the state and a reflection to the residents of the county where they are allowed to exist. Detours which have been made to allow safe transportation for a brief time are no to be criticized—provided the work shall be hurried on the main line and an early completion made; but there are many cases where contractors are permitted to tear up miles of a fairly good road, thereby necessitating extended detours, while the new highway is being constructed at a snail's pace. In such cases "detours spell" not progress, but "outrage."

Among Florida's assets, of which there are many, may be mentioned good roads. Only those which have been constructed within the past few years may be styled "good," because prior to that time most of the roadwork was but an experiment. Millions of dollars have been frittered away because those who planned them did not know, those who constructed them did not know, those who paid for them did not know, that a construction suitable for one portion of the state might be a failure elsewhere. Federal officers who have made long and deep studies on the subject were often demensely ignorant of local conditions—and because of the lack of information there were long-standing detours which spelled anything but progress. Instances of this sort have been common on the east coast—and there have been many cases where counties and cities have suffered greatly because of poor road conditions.

Gradually Florida is becoming the best "roaded" state to be found. The work which has been undertaken and completed by the various counties, where correct construction was insisted upon, have much over which to boast; and that they do boast of such things is assured. Once the state road department shall succeed in functioning to the greatest advantage, and makes a practice of taking a road and completing it, there will be great additions made to the present mileage; and when the millions of dollars handled by that board shall be expended to actual advantage there will be no state in the south that can boast so much to please the autoist journeying over all sections that beckon.

But it will not be detours of long standing that will draw the visitor. To learn that a detour constructed a half year ago is still used because of some blunder upon the part of someone in power is not an incentive to attract the driver of a car; and except from force of circumstances a driver will not be bothered a second time by the same detour—even if there be an attempt to coax him by the declaration that "every detour spells progress."

Pith in Paragraph

Bolts can't injure a party; they usually take the nuts along with them.

And it may be that the reason Don Juan got away with it was because he wasn't a rector.

It is a case of genuine love if he doesn't even think to ask her whether she can cook.

We don't need an invention to make movies talk, but something to keep movie patrons from it.

Correct this sentence: "Mama," said the small boy, "may I take a bath tonight, please?"

Women suffer much more than men, but they probably never will learn to buy shoes large enough.

The man who objects to that kind of pipe in the smoking car is the one who tells that kind of stories.

If women really had a sense of humor, a tiny little wife wouldn't waste so much sympathy on a great beefy husband who has a pain.

Beveridge really isn't more conservative; it is just the definition that has changed with the passing years.

Let's see; what were front pages used for before women developed the knack of shooting husbands and lovers?

It is hard to tell which is more fun, making clothes for the baby or buying

Death Was Result of Carelessness; Blame Not Fixed

The inquest over the remains of D. H. Martin, farmer, who was killed near Crescent City last Saturday, held at the courtroom this morning, and conducted by Thomas B. Dowda, acting coroner, resulted in the following verdict:

That the death of the said D. H. Martin, while upon the tracks of the Atlantic Coast railway, was the result of carelessness upon the part of the deceased or of the railway crew, and it is impossible for this body to fix the blame.

The jury consisted of E. D. Dancy, Ira Larkin, J. L. Davenney, Gus Albright, G. W. Tyre and N. E. Shonts. Among the witnesses summoned for the case were the crew of work train No. 247, consisting of N. B. Leonard, engineer; J. C. Albritton, fireman; J. C. Warren, conductor; C. A. Stiles, brakeman.

The coroner's inquest, on the body of Jack James, the negro who was shot and killed in the vicinity of Crescent City Sunday morning will be held tomorrow morning. Robert Coleman, who is alleged to have committed the shooting, is still in the custody of the sheriff.

The matter of whether the entire county or merely the city should bond for the building of the bridge was not the question for the commissioners to decide, said Mr. Fearnside. The plan which might be considered the better by the commissioners would be agreeable to the people, he believed.

The chairman of the commissioners explained that if the city is to assume the indebtedness it will require a petition signed by one fourth of the tax-payers in Palatka before the petition for an election can be held; if it is desired that the entire county issue the bonds the matter of calling a bond election is optional with the board. Until that matter is settled the hands of the board are tied.

Plans and specification of the proposed structure were presented by J. A. Mortland, who had some very attractive illustrations of the structure which was to be of a width of twenty-five feet, have thirty seven feet spans in the 2464 feet of bridge, a bascule (jack-knife) draw and would have a considerable length of fill at the approaches—the longer fill being at the east end of the structure. The bridge would be planned in full accord with the requisitions of the war department. The estimated cost would be \$375,000.

The architect, if authorized by the board would complete all details without cost to the county if given assurance the commissioners favored the construction, and would ask for no reimbursement. When the bond were issued and sold and the bridge was constructed Mr. Mortland would receive a fee of \$10,000. A foison construction forces in the peace treaty fight, was beaten by R. D. Howell, republican national committeeman from the state, counted among the progressive republicans. In North Dakota, where the Non-Partisan league was a great factor, J. F. T. O'Connor, democrat, was leading former Governor Frazier, who had the republican nomination, lost the primaries by Senator McCumber, another republican veteran.

In Ohio, Representative Fess, republican, was running a close race with leading Senator Pomerene, democrat, who had been counted a possibility for the democratic presidential nomination in event of his success this year. Labor votes, it was said, were cast against Senator Pomerene because of his stand on the railroad question.

(By Associated Press)
New York, Nov. 8.—The Republican majorities in the senate and house are sharply reduced as returns continue to come in. Republican managers, however, that they will not be wiped out. At noon the two parties were tied with 178 each in the race for the necessary majority of 208 to control the house, and it became apparent that the deciding votes are yet to come from the west and middle west.

INSTRUMENTS FOR RECORD

The following instruments have been filed for record at the courthouse: Conditional bill of sale: A. W. North—A. E. Barney.

Chattel mortgage: James Wright—Leo O. Taylor.

Satisfaction judgment: Independent Fertilizer company—John Ursina.

Satisfaction judgment: Independent Fertilizer company—Harry Ursina.

Quit claim deed: Antonio Ursina—John Ursina.

Mortgage: John Ursina—State Bank of Palatka.

Mortgage: Harry Ursina—State Bank of Palatka.

Deed: Benj. Fink et al.—Maude

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Florida East Coast

RAILWAY

Flagler System

Departure of passenger train

Palatka, Union Station, for

lakka, daily:

No. 101, 10:10 am. No. 103,

No. 105, 1:40 pm. No. 107,

No. 109, 5:50 pm.

Departure of passenger train

EAST PALATKA STATION

SOUTHBOUND DAILY

No. 29—Coaches & P. Car.

No. 30—Coaches & Sleepers

No. 37—Ches & Pullman

NORTHBOUND DAILY

No. 38—Ches & Pullman

No. 39—Ches & Pullman

No. 30—Coaches & P. Car.

J. D. RAHNER, G. P.

AUTO PAINTING

Tops, Cushions and Seat Covers

MODEL PAINTING

& TRIMMING CO.

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Anyway You Take It

You have probably heard some people say that

only saved a Dime on a small quantity purcha

from Piggly Wiggly. But you must realize t

those dimes saved mean dollars in a very s

time.

6 lb. Can Corn Beef..... 6

Florida Syrup, per gallon..... 6

Sugar Corn, No. 2..... 6

Jersey Giant Irish Potatoes, 10 lbs. 2

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in Palatka if it wasn't for

PIGGLY WIGGLY

Still Over the World

Buy the best!

Columbia

Dry Batteries

—they last longer

More Columbia Batteries are used in the

United States than all other makes com

bined, because—

Columbias have been manufactured on a large

scale considerably longer than any other dry